

2009 BUDGET ESTIMATES
PART B - ADDITIONAL QUESTIONS ON NOTICE
MP : MICHAEL GALLACHER

B1. POLICE AND DOCS WORKERS

How many times in 2006, 2007, 2008 and 2009 have police officers accompanied case workers from the Department for Community Services to residences to enquire after the welfare of children known to DoCS?

ANSWER :

The NSW Police Force has advised me that this information is not held by police.

Michael Daley
Minister for Police

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B2. DEPUTY CORONER'S RECOMMENDATIONS

What is the progress of the consideration of the 11 recommendations from the Deputy Coroner following the inquest into the death of Police Officer Peter Wilson?

ANSWER :

The NSW Police Force has advised me that the Deputy Coroner's recommendations were made to the Commissioner of Police on 26 August 2009 and are currently being considered by the NSW Police Force. A response will be provided to the Attorney General within 6 months of receipt in accordance with government guidelines.

Michael Daley
Minister for Police

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B3. ROAD TOLL ACTION PLAN

Can the Minister provide the full 30-point action plan to tackle the road toll that was the subject of a release on 2 September 2009 that did not contain full details of the 30 points?

ANSWER :

Please find this attached.

Michael Daley
Minister for Police



NSW Government Response Road Safety Roundtable

The NSW Government would like to thank the representatives who contributed to the road safety roundtable.

The roundtable developed a number of short, medium and long term recommendations which we will now pursue.

Many lives have been lost this year, reversing the last six consecutive years of road toll reductions, and the experts of the roundtable spoke loud and clear. We must act now by introducing new measures to address the increase in our road toll.

Signed

**The Hon Michael Daley MP
Minister for Roads**

**The Hon Tony Kelly MLC
Minister for Police**

1. Enforcement

Speeding in NSW is the biggest killer on our roads, contributing to up to 40% of fatalities.

Enforcement is an integral component of effective road safety programs. The NSW Police Force and the Roads and Traffic Authority will continue to work together to improve road safety in NSW.

1.1 Highway Patrol

Recommendation:

- Improve effectiveness and visibility of highway patrol, especially at known crash locations

Actions:

- NSW Police Force to introduce a taskforce of 48 additional Highway Patrol officers attached to the Traffic Services Branch to target high risk behaviours and known black spots.
- NSW Government to reaffirm the commitment to funding the Enhanced Enforcement Program. The RTA provides funding under this program to enable the NSW Police Force to conduct specific, targeted police enforcement operations. These occur at locations where certain offences (speeding, drink driving, fatigue and seatbelt offences) are known to be more likely to occur.

1.2 Speed cameras

Recommendation:

- Review the use of speed cameras with a view to investigating the use of mobile cameras.
- Ensure fixed speed camera locations are at black spots and publicise them as such.
- Investigate ways to issue fines more quickly. This will ensure the infringement notice is connected to behaviour.

Actions:

- The NSW Government will look to introduce new ways to use camera technology to reduce behavioural patterns of speeding and the road toll.
- Revise the format of the penalty notice to include road safety messaging.
- Continue to make sure notices are received within five to seven working days from the date of the offence.
- The criteria for fixed speed camera locations will be publicised along with statistics proving their value as a road safety measure.

1.3 Speeding Drivers

Recommendation:

- Review the handling of repeat offenders and re-offending, including:
 - Further investigation of vehicle sanctions in the form of impounding cars or licence plate removal.
 - Technological limitations on repeat speeders, like speed limiters.
 - Rehabilitation program for repeat speeders.
 - Making penalties higher for repeat offences.

Actions:

- RTA and NSW Police Force to consider a vehicle sanctions scheme for high level speeding.
- RTA and NSW Police Force to look at the options for dealing with repeat speeding offenders. The options will be prepared for future discussion at a re-convened roundtable.

1.4 Communications

Recommendation:

- Continue a multi-strategy approach to enforcement through the use of different mediums. Suggestions include stakeholder publications such as NRMA Open Road, Youth Safe Magazine and education programs in schools.

Actions:

- The NSW Government will continue to use a multi strategy approach when communicating key enforcement messages using a variety of communication mediums and campaigns. This includes the development of a new anti-speeding campaign to be launched later this year.
- Approach roundtable partners and other stakeholders to promote road safety initiatives in their areas of expertise.

1.5 Legislative Issues

Recommendation:

- Continue to investigate ways to improve police occupational health and safety requirements.

Actions:

- NSW Police Force to continue to assess new technologies as a way to ensure that the safety of police officers on-road is improved.

1.6 Technology

Recommendation:

- Consider use of advancing technologies in vehicles like GPS systems for enforcement, electronic stability control and Automatic Number Plate Recognition.

Actions:

- RTA to complete their trial of Intelligent Speed Adaptation technology and assess the benefits of this new technology for NSW motorists.
- NSW Police Force and RTA to explore a trial of Mobile Automatic Number Plate Recognition technology.

2. Vulnerable Road Users

A significant proportion of our road users are considered vulnerable, in that they do not have the protection of a rigid vehicle, they move more slowly and are not as visible as others.

2.1 Road Infrastructure

Recommendation:

- Where feasible, road infrastructure should include cost-effective features such as increased lighting for pedestrians, improved pavement conditions for motorcyclists and additional pedestrian fencing.
- Examine the improvement of pedestrian movement at traffic lights.
- Continue road maintenance programs that address local road safety issues.

Actions:

- The NSW Government will review ways to provide pedestrian improvements in high pedestrian areas.
- The RTA will continue to roll out pedestrian safety measures such as pedestrian fencing and 40kmh pedestrian zones where appropriate.

2.2 Information

Recommendation:

- Investigate the possibility of an education campaign to remind motorists of the need to drive to the conditions – particularly in rainy, foggy, icy weather – including vehicle speed indicators.
- Ensure data is readily available, particularly for road safety research purposes.

Actions:

- The RTA currently has measures in place to address these issues such as speed limits in wet weather and black ice in alpine regions, and will look to extend these systems through increased education and messaging via the Transport Management Centre and the Transport Co-ordination Group.
- The RTA will examine potential avenues for greater distribution of road safety data.

2.3 Road Users

Recommendation:

- Regularly review the ever-changing mix of road users on our roads, particularly in city centres such as Sydney.
- Acknowledge and manage the different types of road users (drivers, cyclists, pedestrians etc), and also the road users on the increase (motorcyclists, bicyclists etc) – and all needs have to be balanced.
- Educate drivers of the potential danger of in-car distractions such as GPS devices, ipods and mobile phones.

Actions:

- The RTA, in conjunction with NSW Police Force, to examine the use of road safety tools such as 40kmh speed limits to improve pedestrian safety in high pedestrian zones.
- The RTA will further examine the possibility of education programs to raise awareness of vulnerable road users.
- The RTA to include information in the Road User Handbook to educate new drivers about new technologies and the dangers of using them while driving.

3. Education and Marketing

Effective education and marketing campaigns are crucial in getting the road safety message across.

Also of importance in such communication is information about the road toll and the direct and indirect costs of road trauma to those affected and the community at large.

3.1 Marketing Campaigns /Public Education

Recommendation:

- Ensure there is a mix of road safety campaigns, using different mediums and targeting a range of behavioural problems.
- Regularly re-energise education campaigns so the public do not become complacent.
- Strike a balance of broad and targeted messages, from locally based campaigns to major state-wide campaigns.

Actions:

- RTA and NSW Police Force to re-examine the mix of road safety campaigns, the use of social marketing and simple imagery to deliver appropriate and relevant messages, including the continuation of the award-winning “Pinkie” campaign.
- NSW Centre for Road Safety to set up a sub-group of the roundtable to explore the value of graphic images and shock campaigns in road safety messages from a psychological perspective.
- RTA and NSW Police Force to release advertising campaigns that deliver tailor-made messages to certain road user groups and areas.

3.2 Specifics

Recommendations:

- Specific areas and content to be addressed should include:

- People's perception of speed – speeding should be viewed as being socially unacceptable, the same way drink driving is.
- The increased visibility of police.
- Acknowledgment that all road users have a responsibility.
- Awareness of the cost of death *and* injury on the community.
- Increased awareness of the direct and in-direct affects of speed-related crashes.

Action:

- NSW Centre for Road Safety and NSW Police Force to consider the development of future advertising campaigns aimed at pedestrian safety, cost of crashes to the community, cost of irresponsible drivers to community in the order of \$4 billion per year and the financial costs of speeding.

4. Heavy Vehicles

Heavy vehicles represent 2.5 per cent of all registered vehicles in NSW but account for 8 per cent of vehicle kilometres travelled and 21 per cent of fatalities on NSW roads.

Heavy vehicle safety is a national issue affecting all states and territories. National consistency in the approach to reforms is important to ensuring the effect implementation of the new fatigue laws.

New policies such as Chain of Responsibility and fatigue management strategies aim to contribute to the safety of heavy vehicles, their drivers and all who share the road.

4.1 Behavioural

Recommendations:

- Good behaviour should be rewarded, including ratings of trucking companies so those with good safety policies can be recognised as industry leaders.
- Industry leaders should meet with trucking industry to discuss best practice methods.

Actions:

- RTA to explore the introduction of a five-star safety rating systems for trucking companies
- Minister for Roads and the RTA to convene a meeting with industry leaders to discuss best practice methods.

4.2 Legislative

Recommendations:

- Consider ways in which enforcement of new fatigue laws may be improved.
- Consider demerit point penalties for logbook offences.

Actions:

- RTA to further investigate the issuing of demerit point penalties for logbook offences and additional measures to improve the enforcement of the new fatigue laws.

4.3 Communications

Recommendation:

- Education of both truck driver and other drivers regarding their interaction, possibly including heavy vehicle turning circles, overtaking, and breaking distances.

Action:

- NSW Centre for Road Safety to develop an education campaign to educate road users about sharing the roads with heavy vehicles such as trucks and buses.

4.4 Occupational Health and Safety

Recommendations:

- The vehicles for those who drive professionally must be viewed as a 'place of work' and should be as safe as possible. Methods to be considered for achieving this may include:
 - Electronic stability control for commercial and heavy vehicles.
 - Other vehicle safety features for commercial and heavy vehicles.

Actions:

- RTA to further investigate Occupational Health and Safety issues in the heavy vehicle industry.
- RTA to continue to fund and promote Australasian New Car Assessment Program (ANCAP) and the value of safer vehicles including, electronic stability control for commercial vans.

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B4. CORONER'S RECOMMENDATION RE CALLS TO POLICE STATIONS

Following the coronial inquest into the death of Mr Beeston during the June 2007 storms that lashed Newcastle, the coroner recommended the NSW Police Minister consider introducing the recording of incoming calls to all police stations.

What has happened to that recommendation?

ANSWER :

The NSW Police Force has advised me that it has not yet received such recommendations.

Michael Daley
Minister for Police

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B5. SALE OF ROCKDALE POLICE STATION

When is Rockdale Police Station to be sold?

ANSWER :

The NSW Police Force has advised me that Rockdale police station has been sold.

Michael Daley
Minister for Police

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B6. SALE OF BEROWRA POLICE STATION

When is Berowra Police Station to be sold?

ANSWER :

The NSW Police Force has advised me that Berowra police station is scheduled to be sold in 2010.

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Minister for Police

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B7. SALE OF WINDSOR POLICE STATION

When is Windsor Police Station to be sold?

ANSWER :

The NSW Police Force has advised me that the existing Windsor police station is scheduled to be sold in 2010 upon completion of the new Windsor police station.

Michael Daley
Minister for Police

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B8. SALE OF EARLWOOD POLICE STATION

When is Earlwood Police Station to be sold?

ANSWER :

The NSW Police Force has advised me that options for the Earlwood police station are still under consideration.

Michael Daley
Minister for Police

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B9. SALE OF CANTERBURY POLICE STATION

When is Canterbury Police Station to be sold?

ANSWER :

The NSW Police Force has advised me that the Canterbury police station is scheduled to be sold in the 2011-12 financial year.

Michael Daley
Minister for Police